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THIRD

ANNUAL REPORT

— OF THE —

BRITISH COLUMBIA

BOARD OF TRADE

2nd July, 1881 to 7th July, 1882.

OFFICE: LANGLEY STREET.

INCORPORATED OCTOBER 28th, 1878.

VICTORIA:
THE COLONIST STEAM PRESSES,
1882.

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OFFICERS.

ROBERT PATERSON RITHET, Esq., J. P. - PRESIDENT
RODERICK FINLAYSON, Esq., J. P. - VICE-PRESIDENT
EDGAR CROW BAKER, Esq., M. P. - - - SECRETARY



COUNCIL. (8)

M. T. JOHNSTON, Esq.
A. A. GREEN, Esq.
THOS. EARLE, Esq.
ROBT. WARD, Esq.
J. H. TODD, Esq.
M. W. T. DRAKE, Esq.
E. G. PRIOR, Esq.
H. F. HEISTERMAN, Esq.



ARBITRATION BOARD. (12)

M. T. JOHNSTON, Esq.
A. A. GREEN, Esq.
THOS. EARLE, Esq.
ROBT. WARD, Esq.
J. H. TODD, Esq.
M. W. T. DRAKE, Esq.
E. G. PRIOR, Esq.
H. F. HEISTERMAN, Esq.
E. C. NEUFELDER, Esq.
W. J. JEFFREE, Esq.
DAVID LENEVEU, Esq.
THOMAS SHOTBOLT, Esq.

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MEMBERS.

NAME.	OCCUPATION.	RESIDENCE.
Adair, John,	Salmon Canner,	New Westminster.
Alexander, R. H.	Manager Saw Mill,	Hastings.
Baker, Edgar Crow	Conveyancer and Notary,	Victoria.
Bales, James Chestney	Public Accountant,	Victoria.
Bate, Mark,	Manager Vancouver Coal Co	Nanaimo.
Burns, Robert,	Manager Bank B. N. A.	Victoria.
Charles, William	Insp'g Chief Factor H.B. Co	Victoria.
Clarke, Wm. Raymond	Harbor Master, Port Ward'n	Victoria.
Coughlan, John,	Brickmaker and Contractor,	Victoria.
Drake, Montague W. T.	Barrister-at-Law,	Victoria.
Dunsmuir, Robert,	Prop'r Wellington Colliery,	Departure Bay.
Davies, Joshua,	Auctioneer and Com. Merc't	Victoria.
Douglas, James,	Gentleman,	Victoria.
Earle, Thomas,	Merchant,	Victoria.
English, M. M.	Salmon Canner,	New Westminster.
Fellows, Alfred,	Merchant,	Victoria.
Fell, James,	Grocer,	Victoria.
Finlayson, Roderick,	Lloyd's Agent,	Victoria.
Foster, F. W.	Merchant,	Clinton.
Green, Alex. Alfred,	Banker,	Victoria.
Gray, Alex. Blair,	Draper,	Victoria.
Green, David,	Clothier,	Victoria.
Goodacre, Lawrence,	Butcher,	Victoria.
Heisterman, Henry F.	Fire Ins. and Land Agent,	Victoria.
Higgins, David W.	Editor "Daily Colonist,"	Victoria.
Heywood, Joseph	Bacon Factor,	Victoria.
Hibben, T. N.	Stationer,	Victoria.

MEMBERS.—CONTINUED.

NAME.	OCCUPATION.	RESIDENCE.
Harris, D. R.	Civil Engineer,	Victoria.
Irving, John,	Steamboat Owner,	New Westminster.
Johnston, Matthew T.	Merchant,	Victoria.
Jackson, Robert E.	Barrister-at-Law,	Victoria.
Jeffree, W. J.	Clothier,	Victoria.
Jones, Hugh Lloyd,	Chemist and Druggist,	Victoria.
Keast, Arthur,	Brewer,	Victoria.
Langley, Alfred J.	Chemist and Druggist,	Victoria.
Lowenberg, Leopold,	Real Estate Agent,	Victoria.
Leneveu, David,	Corn Factor,	Victoria.
Laidlaw, Jas. A.	Salmon Canner,	New Westminster.
Marvin, Edgar,	Merchant,	Victoria.
Marvin, Edward B.	Ship Chandler,	Victoria.
Mayereau, J. B.	Merchant,	Victoria.
Mason, Henry S.	Barrister-at-Law,	Victoria.
Mansell, Henry,	Boot and Shoe-maker,	Victoria.
Monteith, William,	Merchant,	Victoria.
Mara, J. A.	Merchant,	Kamloops.
McQuade, Peter,	Ship Chandler,	Victoria.
McQuade, E. A.	Ship Chandler,	Victoria.
McAlister, John,	Master Shipwright,	Victoria.
Neufelder, Edward C.	Grocer,	Victoria.
Nelson, Hugh,	Senator,	Burrard Inlet.
Ofner, A.	Grocer,	Victoria.
Onderdonk, Andrew,	Railway Contractor,	Yale.
Pitts, Sidney, J.	Merchant,	Victoria.
Pooley, Chas. Edward,	Barrister-at-Law,	Victoria.
Pollard, William,	Barrister-at-Law,	Victoria.
Prior, Edward G.	Merchant,	Victoria.

MEMBERS.—CONTINUED.

NAME.	OCCUPATION.	RESIDENCE.
Quagliotti, John,	Trader,	Yale.
Rithet, Robert P.	Merchant,	Victoria.
Redfern, Chas. E.	Watchmaker, &c.	Victoria.
Reid, James,	Merchant,	Quesnelle.
Spratt, Joseph,	Iron Founder,	Victoria.
Strouss, Carl,	Merchant,	Victoria.
Saunders, Henry,	Grocer,	Victoria.
Sayward, William P.	Lumber Merchant,	Victoria.
Shotbolt, Thomas,	Chemist and Druggist,	Victoria.
Smith, Andrew J.	Contractor and Builder,	Victoria.
Short, Henry,	Gunsmith,	Victoria.
Shears, Walter,	Draper,	Victoria.
Sears, Joseph,	Painter, &c.	Victoria.
Springer, Benj.	Manager Saw Mill,	Moodyville.
Tye, Thomas H.	Merchant,	Victoria.
Todd, Jacob H.	Merchant,	Victoria.
Turner, John H.	Merchant,	Victoria.
VanVolkenburgh, Benj	Butcher,	Victoria.
Vowell, A. W.	Gold Commissioner,	Cassiar.
Williams, Robert T.	Book-binder,	Victoria.
Ward, William C.	Banker,	Victoria.
Ward, Robert,	Merchant,	Victoria.
Wilson, William,	Clothier,	Victoria.
Weiler, John,	Furniture Dealer,	Victoria.
Warren, Jas. D.	Steamboat Owner,	Victoria.
Young, Henry,	Draper,	Victoria.

OTHER BOARDS OF TRADE, ETC.

DOMINION BOARD OF TRADE,	{ Hon. James Skead, President Wm. J. Patterson, Esq., Sec'y
QUEBEC BOARD OF TRADE,	{ Joseph Shelyn, Esq., Presid't F. H. Andrews, Esq., Sec'y
MONTREAL BOARD OF TRADE,	{ Andrew Robertson, Esq., Pres. Wm. J. Patterson, Esq., Sec'y
PORTLAND BOARD OF TRADE,	{ David Macleay, Esq., Presid't F. K. Arnold, Esq., Secretary
SAN FRANCISCO CHAMBER OF COMMERCE,	{ Wm. F. Babcock, Esq., Pres. Morris Marcus, Esq., Sec'y
ASTORIA CHAMBER OF COM- MERCE,	{ John Q. Bowlby, Esq., Pres. John Gatsby, Esq., Secretary
HALIFAX CHAMBER OF COM- MERCE,	{ W. J. Stairs, Esq., President. C. M. Creed, Esq., Secretary.
BRITISH COLUMBIA AGRICUL- TURAL ASSOCIATION,	{ J. H. Turner, Esq., President. Thos. Russell, Esq., Secretary.

→ THIRD ♦ ANNUAL ♦ REPORT ←
—OF THE—
BRITISH COLUMBIA BOARD OF TRADE
(2nd July, 1881 to 7th July, 1882.)
♦—♦♦♦♦♦

VICTORIA, B. C., 7th July, 1882.

TO THE MEMBERS OF THE B. C. BOARD OF TRADE:

GENTLEMEN:—Your committee appointed by the Council to draft a report of the transactions of the Board, for the year just expired, for the consideration of the members in annual council meeting assembled, beg to present the following:

MEMBERSHIP.

At the beginning of the year above referred to there were 69 members on the list—on the 12th July, 1881, three members withdrew; on the 14th of October, 1881, two were added; on the 2nd December, 1881, one withdrew; on the 14th April, 1882, four were added, and four withdrew, so that the total membership on 30th June, 1882, was 67, shewing a decrease of two during the twelve months. But inasmuch as ten gentlemen are placed in nomination for membership at the annual meeting it is very gratifying to note the fact that the numerical strength of the Board has certainly increased.

MEETINGS.

There have been during the past year five general meetings of members and eight meetings of the council—the former were held on the 12th July, 1881; 14th October, 1881; 6th January, 1882; 13th January, 1882 (special), and 14th April, 1882, in keeping with the "Act of Incorporation." The latter were held on the 22nd July, 1881; 23rd August, 1881; 7th September, 1881; 2nd December, 1881; 6th January, 1882; 20th January, 1882; 15th March, 1882; and 8th June, 1882; making an average assemblage of at least once a month. This in itself is sufficient to convince the Board of its lively existence, and a perusal of the records will testify of its general usefulness.

DEATHS.

Your Committee are again pleased to announce that another year has flown without making a breach in the roll or membership from this cause.

WITHDRAWALS.

The following gentlemen have withdrawn from membership for divers reasons: Marshall W. Waitt, stationer; David Oppenheimer, merchant; Isaac Oppenheimer, merchant; Charles Hayward, contractor; William Denny, merchant; Wm. Dalby, tanner; Andrew Rome, insurance agent; and George Mansell, trader. Total eight, as against six added.

VACANCIES.

None have occurred during the past year, either on the Arbitration board or among the members of the Council. This is also a matter of congratulation, and a casual glance at the attendance roll will testify to the interest evinced in matters affecting Trade and Commerce, by the gentlemen composing these Boards.

PRINTED COMMUNICATIONS.

We have again to return our grateful acknowledgements for the following printed pamphlets, &c., received during the year:

- 1st. Supplement No. 2 Marine and Fisheries.
- 2nd. Annual Review, Trade and Commerce, Montreal.
- 3rd. Address of the president of Wells, Fargo & Co.
- 4th. The "England of the Pacific," (New Zealand.)
- 5th. "New Zealand and South Sea Islands."
- 6th. Annual report of Oregon Board of Trade.
- 7th. Manitoba and the North West, with map.
- 8th. Deputation (report) in re Trades' Tariff Union.
- 9th. Budget Speech of Sir Leonard Tilley.
- 10th. Report of the Brit. Col. Agricultural Association.
- 11th. Acts and Regulations relating to "Quarantine."
- 12th. Act respecting "Insolvent Banks, Insurance Companies, and Trading Corporations."

- 13th. Returns in re North and West boundaries of Ontario.
- 14th. Correspondence re Fugitive Offenders' Bill.
- 15th. Return of Governor General's Warrants.
- 16th. An Act to further amend "Seamen's Act, 1873."
- 17th. An Act respecting Fugitive Offenders.
- 18th. An Act re Courts of Maritime Jurisdiction.
- 19th. An Act respecting the Civil service of Canada.
- 20th. An Act to further amend the Pilotage Act, 1873.
- 21st. An Act to exempt fishing vessels from payment of duties for the "Relief of Sick and Distressed Mariners."
- 22nd. Circulars and prospectuses of Fisheries Exhibition held in Edinburgh, Great Britain in May, 1882.
- 23rd. Circulars, Regulations, &c., of Great International Fisheries Exhibition in London, Great Britain, 1883.
- 24th. Holiday number "Daily Telegram," Board of Trade, Portland, Or.

OTHER BOARDS OF TRADE.

No reports have since been received from Quebec, Montreal, Dominion Board of Trade, New Brunswick, California, or Nova Scotia, although a letter has at last been received intimating a willingness to exchange, &c.

DOMINION BOARD OF TRADE.

In regard to affiliation with the Dominion Board of Trade nothing further has been done or attempted, nor is any such step contemplated until our financial as well as numerical strength shall increase. The Board has, however, by resolution become enrolled as a branch of the "British and Colonial Union," and H. C. Beeton, Esq., as our representative has been admitted to membership of said Union.

DAILY MAIL, PUGET SOUND.

In the report of last year the subject of a daily mail between Puget Sound and British Columbia was placed before you, as also the petition forwarded from the various sections of the Province to the Ottawa Government, since then nothing has been done by the government in the direction sought, although we are pleased to state that we are indebted to the

"Oregon Railway and Navigation Company" for their enterprise in making the service tri-weekly in lieu of semi-weekly as heretofore, and judging from the fact that said service is maintained without any addition to the mail subsidy it is inferential that this increased service is sufficiently lucrative to warrant its continuance, and thus enable many persons to visit the city of Victoria to the advantage of all and the increase of trade. The Council is still in hopes that the Federal Government will grant the prayer of the petition and thus secure a daily mail service to Puget Sound.

QUARANTINE MATTERS.

The subject of quarantine has engaged much time of the Council, from the 3rd June, 1881, up to the present moment, correspondence has been exchanged between the Minister of Agriculture and the Board; copies of Rules and Regulations have been received, and under date 22nd July last a letter was addressed to the minister calling attention to clause 5 of the "Terms of Union," and asking to be informed if it is the intention of the department to establish a quarantine station at the port of Victoria with necessary Quarantine Hospital. "In reply dated 16th August last we were informed that there was no parliamentary grant which would enable him to establish a quarantine in British Columbia but expressed an intention to bring the matter before His Excellency the Governor-General in Council at an early date for consideration next session," (i. e., the session just passed) and which resulted in the trivial provision of \$5000; it is therefore highly desirable that this matter be persistently pressed until such time as we get an efficient Quarantine Hospital and station.

ROCKS IN VICTORIA HARBOR.

Since last reporting upon this matter the Dominion Government Agent, Hon. J. W. Trutch, acting under instructions from Ottawa, has continued the work of removing Beaver rock, and sufficient of the rock has been taken away to secure a depth of 12 feet six inches at low water, ordinary springs, which was as much as could be done by day's work with amount of vote for that purpose, and as chargeable against the contractor. Representation, however, has been made by the Board with the object of inducing the Government to let a further contract for increasing the depth to 14 feet (as called for in original contract) and also requesting that the removal of Tuzo and Dredger rocks be included in said contract.

"BRITISH AND COLONIAL UNION."

Much correspondence has taken place between the Board and our delegate, H. C. B., Esq., in regard to business discussed (and about to be discussed) in order to bring about a closer relationship between the various component territories of Great Britain and to consider all matters tending to the furtherance of trade between Great Britain and her colonies and between the colonies themselves. Many of the questions under discussion by the Union have already been printed for the information of the members and those forming Agenda Paper, dated 6th March, 1882, will be placed before you, and doubtless be printed in the Report of this year, and are as follows:

AGENDA PAPERS.

1. Inter-Colonial Trade. How best to promote it.
2. Colonial Import Duties. How to make them more uniform.
3. Colonial Revenue. How to raise it so as to cause the least friction between British exporters and the people of the Colonies.
4. The Social, Political, and Commercial relations of the Colonies and Great Britain. How to improve them.
5. The Representation of the Colonies in the Parliament of Great Britain. How to be accomplished.
6. The Confederation of the Colonies. As to the wisdom thereof for commercial purposes.
7. British and foreign Treaties. Their effect on the productions of the Colonies.
8. The new French General Customs' Tariff. How it affects the Colonies.
9. Colonial Wines. Their admission into Great Britain at 1s. per gallon, and thus placing them on terms of equality in British markets with the light wines of France.
10. The formulation of the future policy of the Union.
11. Chambers of Commerce in their relation to the Empire's trade.
12. Colonial Products. Their exportation to Great Britain, the world's market; distribution therein internally; and subsequent re-shipment for abroad.

13. Re-appointment and enlargement of the Executive Council, the election of officers for the ensuing year. And General.

The printed report of the deputation to Earl Kimberly and Marquis of Hartington from the "British and Inter-Colonial Trade Tariff Union" on the subject of "British and Inter-Colonial Tariffs" will also be placed before you to be dealt with as you may deem fit.

ADDRESS TO SIR CHARLES TUPPER.

The address presented to Sir Charles and Lady Tupper by the Board in September last will be placed on table, and such portions (on the whole) of it printed as you may consider necessary.

The principal matters relative to the Trade and Commercial interests of British Columbia as coming within the control of the Federal Department of Canada embodied in said address are briefly as follows,—

1. The Island Railway portion of Canada Pacific Railway.
2. The Graving Dock at Esquimalt.
3. Dredging continuously Victoria harbor.
4. Complete removal of Beaver rock.
5. Removal of Tuzo and Dredger rocks.
6. Matters in regard to Pilots and Pilotage.
7. The necessity of a second telegraph cable.
8. Rebate of duties on raw materials re canneries.
9. Washington Treaty re Fish and Fish Oils, free entry.
10. Establishment of Quarantine Station and Hospital.
11. Daily Mail between Puget Sound and British Columbia.
12. General Provisions in re Bankruptcy.
13. Annual presence of a Cabinet Minister.

The dinner given to Sir Charles on the occasion, and under the auspices of the Board has already received the endorsement of the members in general meeting assembled 14th October, 1881, and the expense incident thereto was defrayed by the officers and members who participated.

STORAGE OF PETROLEUM.

In November last a letter was received from the District Inspector of Inland Revenue in reference to the storage of petroleum, in keeping with circular dated Ottawa, 6th October, 1881, and stating that regulations therein contained would be enforced on and after 1st December, 1881. "A committee was appointed and reported to the effect that the Civic Authorities had resolved to take the necessary steps in the matter, and that so soon as they shall have had time to ascertain from other cities the measures usually adopted in such cases they will lose no time in effecting the passage of a By-Law which shall make every provision to meet the requirements of the order in council referred to and thus render it unnecessary for the Inland Revenue Department to enforce any order under the Dominion Act."

G. M. SPROAT RE EAGLE PASS.

In November last Mr. Sproat addressed the Board on the subject of "securing the construction of a short line of railway so as to connect Shuswap Lake with the Columbia River, and also for construction to proceed continuously from the Columbia River end of Eagle Pass with a view to fostering our trade." This matter has been placed in the hands of a committee to report.

OFFICIAL MAP OF THE PROVINCE.

In December last the matter of issuing a new map of the Province was discussed and deemed advisable. A committee was appointed to interview the Local Government, and subsequently reported that the Government had the matter in hand and would give it the expedition its importance demanded.

FISHERIES.

It was considered by the council necessary, in view of the increasing number of canning establishments, to take steps to place them under proper license and supervision in keeping with the various clauses of the "Fishery Acts of Canada," under the Inspector for the Province (A. C. Anderson, Esq.,) with a view to regulating the number of canneries on rivers, the licensing of them and precautionary measures for preserving the fish, &c. A committee was appointed who drafted a very able report upon the subject which was printed in pamphlet form and issued to every member of the Board in

January, so that it is needless to say much more upon this valuable resource of our Province, except that it is gratifying to know that the Dominion Government have so far regarded the action of the Board as to place a sum upon the Estimates for the establishment of a hatchery on the Fraser, and which we trust will be of the necessary productive capacity (\$4000.)

STAMP ACT.

Partly owing to the action of this Board and partly to agitation in the Eastern Provinces, the Act 42 Vic. chapter 17, assented to 15th May, 1879, being "an Act to amend and consolidate the laws respecting duties imposed on Promissory Notes and Bills of Exchange," commonly known as the "Stamp Act," has been repealed by an Act of the last session of Canada, and dated 1st March, 1882, so that a vexatious and poorly remunerative tax has at last been done away with.

DREDGING OF VICTORIA HARBOR.

During the past six months the Dredger has been kept pretty well employed in deepening the harbor abreast of the wharves from the south end of the Hudson Bay wharf to the extreme of Spratt's wharf, as in the opinion of the Board (conveyed to Hon. J. W. Trutch) the services of the Dredger could in this manner most advantageously be used from a trade and commerce point of view. The Dredger is now doing good service at Shoal Point, near the Entrance of the harbor, as we subsequently learn from Mr. Trutch that the cost per cubic yard, whilst dredging in the vicinity of the wharves, would be so much increased on account of the distance of the dumping ground from the scene of operation as to preclude the possibility of continuing the work originally suggested.

DELAYED PAYMENTS, DRAWBACK ON TIN.

At the instance of the British Columbia Packing Company, dated 27th February, a committee was appointed to investigate into and report upon the subject of customs delay at Ottawa in payments of drawback on tin-plate used in canning and exported foreign, and further to draft a resolution and memorial to be forwarded to the Customs Department at Ottawa.

BEAVER ROCK, (INNER CHANNEL.)

Under date of 17th March, 1882, we are in receipt of a report, furnished by Capt. Devereux to the Hon. J. W. Trutch,

in effect as follows: A rocky patch exists with only nine feet on it at low water in a direction N. E. about 100 feet from the Beaver rock. This matter was brought to the notice of the Marine Department and a large triangular buoy, No. 5, has been placed on it and usual "Notice to Mariners" issued.

INSOLVENT TRADERS.

Nothing further has been done in the matter of insolvency by this Board, nor has any law been enacted making substitution for the repealment of the "Insolvency Act."

PARCELS POST.

An application was made 24th April to the Postmaster General asking that the parcel post be increased from 2 to 5 lbs. to British Columbia; "a reply, dated 13th May, expresses willingness to comply should he find circumstances of the case will permit him to do so."

FISHERY EXHIBITIONS.

One was held in Edinburgh in April of the present year. Circulars and posters in reference to the same were published in the Board Room and Custom House but which did not induce those in British Columbia to participate. There is, however, to be another in London, Great Britain, in May, 1883, styled "Great International Fisheries Exhibition." "A resolution has been passed by your council, with the knowledge and concurrence of the Local Government, that the Board of Trade take in hand the management and collection of exhibits for said Exhibition from this Province, and a special committee be appointed to carry out the same (reporting from time to time to the council) and arrange matters as to ways and means."

The committee so appointed are:—R. P. Rithet, Esq.; M. T. Johnston, Esq.; Robert Ward, Esq.; J. H. Todd, Esq., and Thomas, Earle Esq.

Letters have been addressed to the Commissioner of Fisheries at Ottawa informing him of the intention of this Province to participate in said exhibition, and requesting information as to arrangements made in regard to the conveyance of articles from Canada and the Provinces to their destination, and also asking what proportion of the "money grant" (i. e. Dominion) will be set aside for the Province of British Columbia to assist in defraying expense of collections as laid

down in the "Classification and Regulations." A telegram has since been sent by the Board through Hon. Amor DeCosmos, M. P., to the same effect, and stating that Board of Trade is willing to undertake management in this Province and co-operate with Inspector of Fisheries. A letter has also been addressed to the Provincial Secretary apprizing him of the action taken with copies of correspondence.

ARBITRATION.

Only one case during the year. Arbitrators:—Messrs. M. T. Johnston, J. H. Todd and W. J. Jeffree.

FINANCE.

All matters under this heading will be found in the report of Audit Committee and will speak for themselves as to financial status of the Board.

All of which is respectfully submitted

By your obedient servants,

ROBERT P. RITHET, President,
WILLIAM CHARLES, Vice-President,
EDGAR CROW BAKER, Secretary.

ADOPTION OF REPORT.

The foregoing Annual Report was read and adopted at the Annual General Meeting of members on Friday 7th July, 1882, and on motion was referred to council for necessary action. The same having been again considered at council meeting on Thursday, 10th August, was placed in the hands of the Committee who drafted it, for the purpose of getting it printed for the general information of the members, and with power to append such statistics and other information as to them may appear necessary in the interests of trade and commerce.

EDGAR CROW BAKER, Secretary.

DR. EDGAR C. BAKER IN ACCOUNT CURRENT WITH B. C. BOARD OF TRADE, 1881-1882. CR.

1881.	July 2—To First Quarter:		1881.	July 2—By Stationery Acct. as per vouchers, \$	6 25
	66 Members @ \$3.00	\$198 00		To June 30—By Office Rent: 12 months @ \$5.00	60 00
"	October 2—To Second Quarter:		1882.	By Secretary-Treasurer: 12 months @ \$5	42 00
	65 Members @ \$3.00	195 00	"	By Discount Account: silver collections	5 75
1882.	January 2—To Third Quarter:		"	By Postage Acct. to quarter ending 31st Dec.	8 25
	65 Members @ \$3.00	195 00	"	By Miscellaneous Account as under:	158 18
"	April 2—To Fourth Quarter:			Jacob Sehl, office mailing	\$ 17 33
	65 Members @ \$3.00	195 00		C. McK. Smith, 6 months Standard	6 50
"	June 30—Sale of By-Laws:			D. W. Higgins, Printing	100 00
	31 in number @ 50 cents each	15 50		H. C. Beeton, Colonial Union	15 00
"	June 30—Entrance Fees, 6 in number @ \$10.	60 00		W. T. Drake, coal accounts	8 00
"	June 30—Arrears of Dues, 5 in number @ \$3.	15 00		M. Miller, printing	6 50
	Jno. Quagliotti	\$3 00		Jas. Parsons, Colonel	3 25
	Alfred Fellows	3 00		Dominion Government, telegrams.	1 60
	I. Oppenheimer	3 00	"	By SAVINGS BANK DEPOSITS	425 00
	D. Oppenheimer	3 00	"	By BANK BRITISH COLUMBIA DEPOSITS	50 00
"	Jno. McAlister	3 00	"	By STRUDY MEMBERS:	
"	June 30—CASH BALANCE IN HAND 30 June, 1881.	22 50		Dues unpaid.	33 00
"	June 30—BANK B. C., withdrawal	315 00	"	By BALANCE CASH IN HAND	44 57

RECAPITULATION.

Cash in hand.....	\$ 44 57
Cash in Savings Bank.....	425 00
Cash in Bank British Columbia.....	143 95
Cash Collectible.....	33 00
Total Assets.....	\$646 52

Just and true.

EDGAR CROW BAKER, Secretary.

VICTORIA, B. C., 30th June, 1882.

VICTORIA, B. C., 7th July, 1882.

TO THE PRESIDENT AND MEMBERS OF THE COUNCIL:—

GENTLEMEN,—We the undersigned Audit Committee appointed by the Board of Trade to audit the books and accounts of the Secretary-Treasurer, beg leave to report that we have examined the various books of account, vouchers, &c., &c., together with cash statement of balances for year ending 30th June, 1882, and find same just and true in every respect.

FINANCE.

Cash in Bank of British Columbia.....	\$143 95
Cash in Savings Bank.....	425 00
Cash in hand.....	44 57
Accounts collectible (Quagliotti).....	3 00

Total assets.....\$616 52

We recommend that the sum of \$30 (G. Mansell \$12, A. Keast \$12, and A. Rome \$6) be written off the books as "bad debts."

We are, gentlemen, your obedient servants,

E. C. NEUFELDER,	} Audit Committee.
W. J. JEFFREE,	
E. A. McQUADE,	

SHIPPING.—APPENDIX No. I.

Annual Return shewing the description, number and tonnage of vessels built and registered at the port of Victoria during the fiscal year ending the 30th June, 1882:

Screw steamers built, 3 in number.....	145.94 Tons
Sternwheel steamers built, 1 in number.....	71.88 "
Sailing schooners built, 1 in number.....	59.79 "
Total tonnage of vessels built during the year....	277.61 "
Screw steamers registered, 4 in number.....	150.07 "
Paddle steamers registered, 1 in number.....	302.22 "
Sternwheel steamers registered, 1 in number.....	71.88 "
Sailing schooners registered, 3 in number.....	140.51 "
Total tonnage of vessels registered during the year,	664.68 "
Total number of vessels built during the year, 5 in number.	
Total number of vessels registered during the year, 9 in number.	

The following are the names of vessels built during the year, viz.:—Schooner "W. P. Sayward," 59.79 tons; screw schooner "Grace," 76.87 tons; sternwheel steamer "Pacific Slope," 71.88 tons; screw schooner "Dolphin," 60.10 tons; screw steamer "Evangeline," 8.97 tons. The following vessels have been registered:—Schooner "W. Racer," 11.97 tons; schooner "Alfred Adams," 68.75 tons; schooner "W. P. Sayward," 59.79 tons; screw steamer "Eva," 4.13 tons; paddle steamer "Enterprise," 302.22 tons; screw schooner "Grace," 76.87 tons; sternwheel steamer "Pacific Slope," 71.88 tons; screw schooner "Dolphin," 60.10 tons, and the screw steamer "Evangeline," 8.97 tons.

APPENDIX No. II.

Port of Victoria, B. C.—Statement of vessels, British and Foreign, employed in the coasting trade of the Dominion of Canada, which have arrived at or departed from this port during the fiscal year ending the 30th June, 1882:—

DEPARTED.

	In Number	Tons.	Number of Crew
Screw steamers.....	128.....	16,400.....	1189
Paddle steamers.....	271.....	109,439.....	4111
Sternwheel steamers...	71.....	50,642.....	1148
Schooners.....	129.....	5,787.....	488
Sloops.....	184.....	770.....	307
Total.....	783	183,038	7243

ARRIVED.

	In Number	Tons.	Number of Crew
Screw steamers.....	120.....	16,898.....	1162
Paddle steamers.....	278.....	111,116.....	4188
Sternwheel steamers...	68.....	49,300.....	1120
Schooners.....	130.....	5,509.....	542
Sloops.....	197.....	916.....	318
Total.....	793	183,739	7330

N. B.—The “Transire” is only used by vessels having coasting licenses when sailing from a Canadian port in one Province to a Canadian port in another Province.

RECAPITULATION.

	Vessels.	Tonnage.	Crew
Arrived under coasting license, British..	793...	183,739...	7330
Departed do do do	783...	183,038...	7243
Total.....	1576	366,777	14,573

APPENDIX No. III.

Port of Victoria, B. C.—Statement exhibiting the number of vessels with their tonnage and crews which arrived at and departed from this port (seaward) during the fiscal year ending the 30th June, 1882, distinguishing countries to which they belong, and not including vessels trading between ports within the Dominion.

ARRIVED.

Under what Flag.	Number.	Tons.	Crew
British	113.....	94,618.....	1939
United States.....	366.....	297,151.....	9684
French	6.....	4,130.....	93
German.....	1.....	824.....	50
Nicaraguan.....	1.....	441.....	10
Bolivian.....	1.....	870.....	16
Total.....	488	398,034	11,792

DEPARTED.

Under what Flag.	Number.	Tons.	Crew
British	112	95,325	1959
United States.....	361	290,518	9545
French	4	2,725	59
German	1	824	50
Nicaraguan	1	441	10
Bolivian.....	1	870	16
Total.....	480	390,703	11,639

RECAPITULATION.

	Number.	Tons.	Crew
Arrived:—British steamers...	96	83,124	1687
British sailing vessels....	17	11,494	252
Foreign steamers.....	275	234,417	8605
Foreign sailing vessels....	100	68,999	1248
Total of British vessels...	113	94,618	1939
“ Foreign vessels....	375	303,416	9853
“ British and Foreign	488	398,034	11,792
Departed:—British steamers	100	87,181	1789
British sailing vessels....	12	8,144	170
Foreign steamers.....	290	250,023	8730
Foreign sailing vessels....	78	45,355	950
Total of British vessels...	112	95,325	1959
“ Foreign vessels....	368	295,378	9680
“ British and Foreign	480	390,703	11,639

APPENDIX No. IV.

Port of Victoria, B. C.—*Statement of vessels, British, Canadian and Foreign, entered inwards from sea, at this port during the fiscal year ending the 30th June, 1882:

*This does not include vessels trading between ports within the Dominion but does include all the colonies of Great Britain!

BRITISH WITH CARGOES.

From	No. of Ves.	Register.	Freight.	Crew
United Kingdom.....	10	6,796 tons.	7634 tons.	156
United States.....	40	51,150 “	779 “	854
China.....	5	5,407 “	1155 “	142
New Caledonia.....	1	461 “	3 “	12

CANADIAN WITH CARGO.

From	No. of Ves.	Register.	Freight.	Crew
United States.....	27.....	7,692 tons..	324 tons..	285

FOREIGN WITH CARGOES.

From	No. of Ves.	Register.	Freight.	Crew
United States.....	230....	155,909 tons..	56,526 tons..	5669
China	8....	8,384 " ..	3,102. " ..	204
New Caledonia.....	1....	612 " ..	2 " ..	13
Japan.....	1....	1,124 " ..	6 " ..	15
Chili.....	1....	829 " ..	5 " ..	12
Sandwich Isles.....	2....	1081 " ..	70 " ..	25

BRITISH IN BALLAST.

From	No. of Ves.	Register.	Freight.	Crew
United Kingdom... 1.....		411 tons...	—tons....	12
United States.....12.....		16,816 " ..	— " ..	297
Brazil	1.....	418 " ..	— " ..	14
Japan	1.....	251 " ..	— " ..	12

CANADIAN IN BALLAST.

From	No. of Ves.	Register.	Freight.	Crew
United States.....13.....		2914 tons....	—tons....	129
Brazil.....	1....	1360 " ..	— " ..	12
Chili.....	1....	942 " ..	— " ..	14

FOREIGN IN BALLAST.

From	No. of Ves.	Register.	Freight.	Crew
United States....113....		114,744 tons....	—tons....	3573
China	4....	5,535 " ..	— " ..	85
Brazil	1....	1,745 " ..	— " ..	18
Japan	3....	4,201 " ..	— " ..	65
Chili	1....	637 " ..	— " ..	14
Sandwich Isles ..	2....	1,077 " ..	— " ..	23
Peru	3....	3,197 " ..	— " ..	52
Mexico	2....	1,797 " ..	— " ..	35
Tahaiti	2....	1,518 " ..	— " ..	34
Guatamala	1....	726 " ..	— " ..	16

RECAPITULATION.

	No.	Reg.	Freight.	Crew
With cargoes, British.....	56....	63,814 tons	9,571 tons	1164
“ Canadian..	27....	7,692	“ 324	“ 285
“ Foreign....	243....	168,239	“ 59,711	“ 5938
Total.....	326	239,745	69,613	7387
Vessels in ballast, British	15....	17,896 tons	335
“ Canadian	15....	5,216	“ 155
“ Foreign..	132....	135,177	“ 3915
Total.....	162	158,289		4405
Grand Total,.....	488	398,034	69,613	11,792

APPENDIX No. V.

Port of Victoria, B. C.—*Statement of vessels, British, Canadian and Foreign, entered outwards for sea, at this port, during the fiscal year ending the 30th June, 1882:

BRITISH WITH CARGOES.

For	Number of vessels.	Register.	Freight.	Crew
United Kingdom....	7.....	3,575....	5,200 meas...	93
United States.....	45.....	65,596....	370 “	... 1006
British West Indies..	7.....	2,827....	79,604 wgt...	147
China.....	3.....	8,755....	5,796 “ 116

CANADIAN WITH CARGOES.

For	Number.	Register.	Freight.	Crew
United States.....	10.....	3448.....	2210.....	142

FOREIGN WITH CARGOES.

For	Number.	Register.	Freight.	Crew
United Kingdom....	1.....	481....	750.....	14
United States.....	142.....	153,069....	107,674.....	4444
Mexico.....	4.....	3,239....	5,025.....	53
China.....	1.....	824....	1,170.....	48
Sandwich Islands..	14.....	8,166....	11,925.....	157

BRITISH IN BALLAST.

For	Number.	Register.	Freight.	Crew
United States.....	6.....	4063.....	— 110

CANADIAN IN BALLAST.

For	Number.	Register.	Freight.	Crew
United States.....	34.....	7061.....	—	345

FOREIGN IN BALLAST.

For	Number.	Register.	Freight.	Crew
United Kingdom...	1.....	612.....	—	14
United States.....	205.....	128,987.....	—	4950

RECAPITULATION.

	Number.	Register.	Freight.	Crew.
With cargoes, British.....	62.....	80,753...	90,970...	1362
“ Canadian.....	10.....	3,448...	2,210...	142
“ Foreign.....	162.....	165,779...	125,544...	4716
Total.....	234.....	249,980...	218,724...	6220
In Ballast, British.....	6.....	4,063...		110
“ Canadian.....	34.....	7,061...		345
“ Foreign.....	206.....	129,599...		4964
Total.....	246.....	140,723...		5419
Grand Total.....	480.....	390,703...	218,724...	11,639

EXPORTS—APPENDIX No. VI.

Exported foreign from the port of Victoria, B. C., fiscal year ending 30th June, 1882:—

PRODUCE OF THE MINE.

Gold, in dust and bars.....	\$723,225	} \$1,437,072
Coal, 210,556 tons.....	713,147	
Iron Ore, 700 tons.....	700	

PRODUCE OF THE FISHERIES.

Salmon canned, 7,137,120 lbs.....	\$859,096	} \$966,655
Salmon pickled, 1,582 barrels.....	10,870	
Other fish.....	695	
Fish oil, 97,552 gallons.....	30,840	
Marine furs.....	65,134	
Fish manure.....	20	

PRODUCE OF ANIMALS, ETC.

Furs undressed.....	\$222,827	}	\$300,189
Bones, ten tons.....	150		
Hides, &c.....	51,839		
Horns and Hoofs.....	802		
Various.....	3,049		
Wool, 116,204 lbs.....	21,522		

AGRICULTURAL PRODUCTS.

Hops, 3,235 lbs.....	\$597	}	\$946 00
Malt, 56 bushels.....	65		
Potatoes, 412 bushels.....	284		

PRODUCE OF THE FOREST.

Spars, &c.....	\$8,446 00
----------------	------------

MISCELLANEOUS.

Ale and Beer, 282 gallons.....	\$ 173	}	\$2571 00
Indian curios.....	2250		
Matches.....	48		
Various.....	100		
Exports not the produce of British Columbia.....	\$36,050 00		

EXPORTS TO CANADA EAST.

Salmon canned - 187,344 lbs -	\$19,515	}	\$19,941 00
Salmon pickelled - 50 bls -	426		

RECAPITULATION.

Produce of the mine - -	\$1,437,072	}	\$2,771,870 00
“ of the fisheries - -	966,655		
“ of animals, &c - -	300,189		
“ agricultural - -	946		
“ of the forest - -	8,446		
“ miscellaneous - -	2,571		
Exports not the produce of Brit. Col. -	36,050		
“ to Canada East - -	19,941		
Total exports from the port of Victoria, B. C. -	\$2,771,870 00		
Increase as compared with the year 1881 - -	516,117 00		

IMPORTS—APPENDIX No. VII.

Port of Victoria, B. C., for the fiscal year ending 30th June, 1882 :

Dutiable goods. Value of total imports	- -	\$2,177,897
do " entered for home consump ⁿ		2,152,020
do " amt of duty paid on "		613,114
Free goods. Value of total imports	- -	379,219
" " entered for home consumption	-	384,643
" Coin and bullion (Mex.) imported	-	3,821
" do for home consumption		3,821
" Leaf tobacco, subject to excise	- -	17,984
" " for home consumption	-	15,823
" Total value imported	- - -	401,024
" " entered for home consumption	-	404,287
Total value of imports	- - - -	2,578,921
" entered for home consumption	- -	2,556,307
Goods imported from Eastern Canada	- -	449,768

The Board is indebted to the officers of H. M. Customs for their usual courtesy in supplying the whole of the figures relative to "Shipping and Customs," which include Nanaimo and Cassiar as well as Victoria.

IMPORTS.

Port of New Westminster, B. C., for the fiscal year ending 30th June, 1882 :

Total value of imports	- - - - -	\$320,302 00
Duty received on "	- - - - -	64,990 08
Entered for home consumption	- - -	320,154 00

EXPORTS.

Produce of the fisheries	- - - - -	\$ 10,248 00
" forest	- - - - -	354,429 00
" animals, etc	- - - - -	240 00
" miscellaneous	- - - - -	45 00
Total value of exports	- - - - -	364,962 00
" from the whole Province	- -	3,116,891 00

SHIPPING RETURNS.—APPENDIX No. VIII.

Vessels arrived from other than Canadian ports	-	69
“ their tonnage	“	- 62,526
“ “ crew	“	- 1,400
Vessels departed	- - - - -	61
“ their tonnage	- - - - -	- 58,758
“ “ crew	- - - - -	- 1,332

VESSELS EMPLOYED IN THE COASTING TRADE.

Arrived, steamers - -	239	Departed, steamers -	234
“ sailing vessls.	41	“ sail’g vessls.	41
“ total number.	280	“ total numbr.	275
“ tonnage - -	119,950	“ tonnage -	118,701
“ crew - - -	4,046	“ crew - - -	3,997

The foregoing include Burrard Inlet, Osoyoos and Kootenay, and although brief, are sufficient to show the principal article of direct exportation, viz: lumber, \$364,000. roughly.

PILOTAGE MATTERS.—APPENDIX No. IX.

Victoria and Esquimalt, dues collected from vessels.	\$ 7,462 07
“ certificate fees - -	210 00
“ survey fees - - -	60 00
“ district expenses - -	896 93
“ paid to Pilots - -	6,715 84
Yale and N Westmnstr, dues collected from vessels.	3,509 50
“ license fees - - -	40 00
“ fines and forfeitures -	10 00
“ district expenses - -	322 25
“ paid to Pilots - -	3,158 55
Nanaimo, dues collected from vessels - -	11,680 50
“ pilotage licenses - - - -	235 00
“ expenses of investigations - - -	246 00
“ stationery, printing and postage - -	150 04
“ furniture - - - -	226 10
“ rent and office expenses - - -	280 25
“ Acting Secretary and Treasurer -	240 00
“ earnings of Pilots - - - -	10,496 25

The foregoing are from returns to 31st December, 1880.

The following are the amounts received and expended to 31st December, 1881 :

Victoria and Esquimlt Dist,	dues from British vesls.	\$1,434	25
"	" " foreign "	5,232	99
"	total pilotage dues collected.	6,667	24
"	certificates, examinations and surveys	-	260 00
"	paid to licensed Pilots	-	6,000 52
"	expenses of district	-	899 99
Yale and Nw Westm'r)	dues from British vessels	-	2,197 50
Dist. & Bur'd Inlet,)	" foreign "	-	1,687 00
"	totl pilotage dues collected.	3,884	50
"	Port of New Westminster,		
	foreign steamers	-	1,320 00
"	total dues collected	-	5,204 50
"	paid to licensed Pilots	-	4,684 05
"	expenses of district	-	323 00
Nanaimo District,	dues from British vessels	-	4,693 75
"	" foreign "	-	5,282 00
"	total pilotage dues collected	-	9,975 75
"	license and examination fees	-	160 00
"	paid to licensed Pilots	-	8,955 99
"	expenses of district	-	1,090 49

45 VICTORIA—CHAP. 32.

AN ACT FURTHER TO AMEND "THE PILOTAGE ACT, 1873," AND THE OTHER ACTS THEREIN MENTIONED. Assented to 17th May, 1882.

Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows :

1. The pilotage authority for any district shall in all cases of inquiry or investigation to be made by them under "The Pilotage Act, 1873," or any amendment thereof (all which are hereinafter referred to as "the said Acts,") or under any other Act or law, have full power to examine any person appearing before them to give evidence in such case, on oath, and such oath may be administered by any member of such pilotage authority present at such inquiry or investigation ; and any wilfully false evidence given on such oath shall be wilful and corrupt perjury, and punishable accordingly.

5. The pilotage authority for any district, except the pilotage districts of Quebec, Montreal and St. John, N. B., re-

spectively, may, if they see fit, limit the period during which any license to a pilot granted by them after the passing of this Act shall be in force, to any term not less than two years from the date thereof, and may in their discretion after the end of such period, renew such license for a further limited term not less than two years; and may also in their discretion cancel any license to a pilot granted before the passing of this Act, and substitute for it a license limited and renewable as aforesaid; and in such cases the form of the license shall be altered by inserting after the word "capacity," in the first schedule of the said "Pilotage Act, 1873," the words "until the day of A. D., , unless in the "meantime this license be cancelled."

6. All pilots shall pay to the Pilotage Authority of the respective districts for which they are licensed, or as such Authority directs, such fees upon such renewals as may be, from time to time, fixed for that purpose by such Authority with the consent of the Governor in Council; such fees to be applied in the manner prescribed by the sixty-seventh section of the Act of one thousand eight hundred and seventy-three hereby amended.

7. No licensed pilot shall be hereafter appointed to act as Harbour Master of any port unless he first surrenders his license; and no licensed pilot now acting as Harbour Master shall continue to be or act as a Harbour Master after the passing of this Act, unless before the expiration of eight days from the passing thereof he surrenders his license as a pilot.

HARBOR MASTERS AND PORT WARDENS—HARBOR MASTERS.

Burrard Inlet, date of proclamation	- - -	4th Dec, 1876
" name of harbor master	- - -	Isaac Johns
" date of appointment	- - -	4th Dec., 1876
" amount of salary not to exceed	- - -	\$400 00
" amount collected in 1881	- - -	186 00
Nanaimo and Departure Bay, date of proclamation	- - -	10th April, 1875
" name of harbor master	- - -	Thos. Eric Peck
" date of appointment	- - -	25th April, 1876
" amount of salary not to exceed	- - -	\$500 00
" amount collected in 1881	- - -	367 50
New Westminster, date of proclamation	- - -	23rd Jan., 1880
" name of harbor master	- - -	G. Pettendreigh
" date of appointment	- - -	12th July, 1881
" amount of salary not to exceed	- - -	\$400 00
" amount collected in 1881	- - -	91 00

Quadra, Vancouver Island, date of proclamation	-	17th April, 1877
" " name of harbor master	-	John Kenney
" " date of appointment	-	17th April, 1877
" " amount of salary not to exceed		\$300 00
" " amount collected in 1881	-	No Returns
Victoria and Esquimalt, date of proclamation	- -	20th March, 1875
" " name of harbor master	-	W. R. Clarke
" " date of appointment	-	23rd March, 1881
" " amount of salary not to exceed		\$600 00
" " amount collected in 1881 (8 mo's.)		180 50

Receipts connected with the office of Port Warden for the ports of Victoria and Esquimalt, B. C., from 18th April to the 31st December, 1881, amount to \$261 00. (See Supt. No. 1, 14th Annual Report, Marine and Fisheries.)

45 VICTORIA—CHAP. 46.

AN ACT TO AMEND "THE GENERAL PORT WARDENS' ACT, 1874." Assented to 17th May, 1882.

In amendment of "The General Port Wardens' Act, 1874," Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, declares and enacts as follows:

1. Section eighteen of said Act is repealed, and the following substituted therefor:

18. "If the consignee of a vessel or cargo, or other person at whose requisition any proceeding ought to be taken under this Act, cannot be found or cannot be communicated with by the Port Warden before or at the time at which it is necessary that such proceedings should be taken to avoid loss or damage to the party or parties interested in such vessel or cargo, the Port Warden may initiate proceedings in such case and hold surveys and obtain process under this Act, as if required by the proper parties under this Act."

2. The Port Warden has, and is hereby declared to have had, from the passing of the Act hereby amended, power to appoint a deputy or deputies, and to remove him or them at his pleasure, and shall be responsible for his or their conduct as such deputy or deputies; and whenever the Port Warden is mentioned in any provision in the said Act, such provision shall always be understood to have applied and to apply to any deputy he may have appointed.

3. Provided, always that this Act shall not affect any proceeding commenced, or any right acquired, or liability incurred before its passing.

THE FISHERIES—APPENDIX No. X.

The following extracts are taken from the report of Alex. C. Anderson, Esq., Inspector of Fisheries for this Province, for the year ending 31st December, 1881:

FRASER.—There has been a very large increase on the yield of the preceding season; arising from the extension of the fishing industry partly, and partly from the copious run of salmon upon the Fraser, which this year enabled the canners there to secure a quantity of that fish far in excess of any previous year. From all sources there appears, in the important article of "canned salmon" alone, a total of 177,276 cases, against 61,489 in 1880, an increase of 115,427 cases, (each containing four dozen one-pound cans). The canneries upon the Fraser, however, notwithstanding the abundance of fish, were not worked up to their full capacity, owing to the deficiency of labor, arising from the increased demand for railway and other purposes. Hence, too, the cost of putting up the fish was somewhat increased. Withal, the cannery proprietors have had a prosperous season, and it is satisfactory to know that a ready market, at remunerative prices, has rewarded their enterprise. The early spring run of large salmon was very limited, so that none of the canneries could afford to fish for them. This deficiency was, however, amply compensated by the subsequent runs which compose the staple products of this river. The largest salmon known to be caught in the Fraser during the past summer (1881), weighed 65 pounds. Several labor-saving contrivances have been introduced, and it is satisfactory to add that all the machinery connected with such improvements was made in the province.

BURRARD INLET.—A joint stock company has been formed at Coal Harbor. The object being to extract fish oils, and dry the scrap for shipment—the value of the latter in Liverpool is said to be from \$35 to \$40 per American ton—the operations so far have been principally confined to herring, from which some 20,000 gallons of oil have been secured, but of the scraps only a small proportion is in marketable condition. Outlay for preliminary measures about \$25,000.

SALMON RIVER, on Vancouver Island, though a considerable stream, does not apparently yield a large supply of the richer varieties of salmon, which are alone suitable for canning; large quantities of fine trout, however, may be caught here.

At ALERT BAY, on Comorant Island, where a fishing station has existed for some time, a cannery has been established. The supply of fish is drawn from the estuary of the Nimkish River of Vancouver Island, a prolific stream; although from this cannery the pack has been short of 6,000 cases, there is good earnest of future success.

The NASS ranks, in point of magnitude, the third among our provincial rivers, issuing on the Pacific Coast, the Fraser and Skeena alone exceeding it. It is easily navigable, with large canoes, for a distance of some 60 miles. The channel near the mouth has been buoyed, and steamers drawing ten feet of water ascend it for cargo as far as Croasdale & Co.'s cannery, some twelve miles up. In 1865 a steamer of light draught (the "Union") ascended it for many miles above that point; the total course of the river is about 130 miles, the tide ascending it for some 20 miles. The operations of the establishment above referred to, outside of the Oolachan business, had been previously directed to the salting of salmon for exportation, and last year was converted into a cannery. In this new branch of business the proprietors have been moderately successful—a return of 7,700 cases being the quota contributed to the general result of the season. The Nass River Fishing Company (Welwood & Co.), occupy a position lower down—their business has hitherto been limited to the salting of fish, and they have, during the past season, put up several hundred barrels of salmon, with about the same quantity of salted Oolachans.

SKEENA — The estuary of the Skeena is divided by a large island into two channels, upon the northern of which the Inverness cannery is seated. The portion above the island is known as Port Essington, at the upper extremity of which, about fifteen miles from Inverness, the river may be fairly judged to commence. Near this point the Aberdeen Cannery is situated, and on the opposite side is the establishment of Mr. Cunningham, where a few hundred barrels of salmon are annually packed for exportation. The yield of the Skeena for the past year (i. e., 1881) has somewhat exceeded 21,000 cases of canned salmon, with about 600 barrels of salted salmon. The season of 1882 will probably witness a large increase.

SKIDEGATE. — Passing through Pitt Archipelago, and about 60 miles from Kit-Kahtla, is Skidegate Harbor, on Queen Charlotte Islands, where the Skidegate Oil Company are still

conducting their operations with success. The fish from which the oil is extracted is a small species of shark, locally called the dog fish, or more specially the "piked dog-fish." Two qualities of the oil are separately procured, the one a superior quality from the livers alone, the other from the carcasses of the fish. The price of the superior quality of oil, delivered into store at Esquimalt, will be about 60 cents (or about 2/6 sterling) per imperial gallon, and is equal, if not superior, to oil supplied to H. M. ships by the service, both for lubricating and lighting purposes. The yield during the season of 1881 was 27,000 gallons.

The FUR SEAL BUSINESS is an important industry of this province—the proceedings during the season of 1881 were conducted on a larger scale and with more efficient preparation, but owing to the exceptionally boisterous weather, the result was not proportionately successful. As nearly as can be ascertained between 13,000 and 14,000 skins, in value from \$150,000 to \$180,000, were obtained. The following vessels (equipped in Victoria) were employed:—

	Tons.	Sailors.	Hunters
1. Schooner "Anna Beck," (steam).....	50	6	32
2. " " "Thornton," (steam).....	35	5	24
3. " " "Triumph".....	18	3	12
4. " " "Winifred".....	15	3	12
5. " " "Onward".....	35	4	32
6. " " "Black Diamond".....	80	5	36
7. " " "Juanita".....	50	5	40
8. " " "Favorite".....	80	5	36
9. " " "Mary Allen".....	65	5	44
10. " " "Kate".....	55	5	24
Total	483	46	292

Employing 146 canoes for the hunters' use. When shipped to Europe for curing, the skins average about \$15.00 each, but when they return here, prepared for making up into garments, they have increased in value to from \$40 to \$60.

"The canned salmon business" (1881) may be thus recapitulated:—

Yield of Fraser River (8 canneries)	-	-	142,516 cases
" " northern rivers (4 canneries)	-	-	34,760 "

Total yield of 12 canneries - - - - 177,276 cases

Each containing four dozen one-pound tins, representing an aggregate of 8,509,248 pounds, and shipped as follows:

Per "Regia," for London	-	-	-	17,035 cases
" "Longfellow," "	-	-	-	35,273 "
" "Prince Rupert," London	-	-	:	18,236 "
" "Chiloe," "	-	-	-	19,675 "
" "Rover of the Seas," "	-	-	-	19,229 "
" "Ganges," "	-	-	-	21,709 "
" "Bustonvale," "	-	-	-	16,000 "

147,157 cases

Shipped to Canada and Australia and sold in local market	-	-	-	-	-	30,119
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Total - - - - - 177,276

The total "salmon pack" on the Pacific Coast in 1881 is far in excess of any preceding season, and is summed up as under :—

Columbia River	-	-	-	-	540,000 cases
Sacramento River	-	-	-	-	140,000 "
" "	-	-	-	-	40,000 "
Miscellaneous—outside rivers	-	-	-	-	30,000 "
British Columbia	-	-	-	-	177,276 "

Total - - - - - 927,276

Comparative yield of the Columbia River and British Columbia :—

	Cases.		Cases.
1878 Columbia	449,000	1878 British Columbia	113,000
1879 "	440,000	1879 "	61,000
1880 "	525,000	1880 "	62,000
1881 "	540,000	1881 "	177,000

The following table shows the gradual extension of the business on the "Columbia," with the varying prices afterwards obtained :

Year.	Total Product. (Cases 4 doz 1-lb cans.)	Price per case.
1866	4,000	\$16 00
1867	18,000	13 00
1868	28,000	12 00
1869	100,000	10 00
1870	150,000	9 00
1871	200,000	9 50
1872	250,000	8 00
1873	250,000	7 00
1874	350,000	6 50
1875	375,000	5 60

Year.	(Cases 4 doz 1-lb cans.)	Price per case.
1876.....	450,000.....	4 50
1877.....	460,000.....	5 20
1878.....	449,000.....	5 00
1879.....	440,000.....	4 60
1880.....	525,000.....	4 80
1881.....	540,000.....	5 25@5 50

The value of the property invested in the salmon business (35 canneries) on the Columbia River, is estimated at \$2,000,000, as against \$244,000 in British Columbia (12 canneries).

Number and value of vessels and nets engaged in the different fisheries of the province of British Columbia during the year 1881:—

8 Steamers, five to fifty tons each	- -	\$24,000 00
10 Schooners, fifteen to eighty tons	- -	17,425 00
375 Fishing boats	- - - -	16,595 00
35 Flat boats	- - - -	3,940 00
146 Cedar canoes, with sailing fleet	- -	
495 Salmon nets, 141,900 yards	- - -	52,159 00
1 Herring seine	- - - -	100 00
3 Herring nets, 700 yards	- - -	1,400 00
12 Oolachan nets	- - - -	400 00
50 Fish seines	- - - -	4,000 00
		<hr/>
		\$120,019 00
12 Salmon canneries, estimated value	-	\$244,000 00
1 Oil factory, Queen Charlotte Island	-	8,000 00
1 Oil and scrap factory, Burrard Inlet	-	25,000 00
		<hr/>
		\$277,000 00
Sailors employed	- - - -	62
Fishermen "	- - - -	1,580
Shoremen "	- - - -	1,251
Total value of yield of seas and rivers (1881)	-	\$1,454,321 26
" " " (1880)	-	713,335 32
		<hr/>
Increase in twelve months	- - -	\$740,985 94

Value of computed consumption of fish by the Indian population, assuming such to be 35,000:—

Salmon	-	-	-	-	-	-	-	\$4,375,000 00
Halibut	-	-	-	-	-	-	-	180,000 00
Sturgeon and other fish	-	-	-	-	-	-	-	250,000 00
Fish oils	-	-	-	-	-	-	-	80,000 00
								<hr/>
								\$4,885,000 00

CANNERIES:—THEIR LOCALITY, OWNERS, VALUE AND NATIONALITY.

1	Fraser River, Dease Island	Findlay, Durham & Brodie	British
2	" Canoe Pass	John Adair & Co. \$15,000	U. S.
3	" Ladner's Landing	Delta Canning Co. 25,000	British
4	" Opp. Nw Westmr	Brit Col Packing Co. 25,000	U. S.
5	" New Westminster	Alex Ewen & Co. 25,000	British
6	" Opp. Nw Westmr	M. M. English Co. 27,000	U. S.
7	" Coquitlam	B. Haigh & Sons 25,000	British
8	" Sapperton, N W	I. Laidlaw & Co. 21,000	British
9	Skeena River, Inverness	Turner, Beeton & Co. 16,000	British
10	" Aberdeen	Windsor Canning Co. 15,000	British
11	Nass Bay	Croasdaile & Co. 15,000	British
12	Alert Bay	Thos. Earle & Co. 10,000	British

N. B.—The oyster business in this province has not yet been practically entered upon. A lease has been applied for with a view of establishing the culture at Mud Bay, near the discharge of the Fraser River. There are many spots, not heretofore known as producing oysters for the market, where natural beds exist, and available for future cultivation. The waters of this coast are also obviously well adapted for the lobster, but, unfortunately none of these shell fish are found here.

45 VICTORIA—CHAP. 19.

AN ACT TO EXEMPT VESSELS EMPLOYED IN FISHING FROM THE PAYMENT OF DUTIES FOR THE RELIEF OF SICK AND DISTRESSED MARINERS. Assented to 17th May, 1882.

In further amendment of the Act passed in the thirty-first year of Her Majesty's reign, and intituled "An Act respecting the Treatment and Relief of Sick and Distressed Mariners," Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. No vessel, whether British or foreign, employed exclusively in fishing, or on a fishing voyage, arriving in any port in Canada, after the coming into force of this Act, shall

be subject to the payment of or shall pay any rate or duty imposed by the Act cited in the preamble of this Act, and its amendments.

TELEGRAPH RATES. — APPENDIX NO. XI.

The following are the rates now in force (October, 1882,) from Victoria:—

Port Townsend.....\$1 75, and 11 cents for each additional word over TEN.

Seattle.....	}	1 00,	6 “	“	“
Tacoma					
Olympia					
Portland.....	}	1 25.	8 “	“	“
Astoria,					
Salem....., .. .					
San Francisco .. .	}	1 50,	10 “	“	“
California					
Omaha	}	2 00,	13 “	“	“
Ogden					
Chicago					
Boston					
New York					
Halifax, N. S. . .					
St. John, N. B. . .					
St. Johns, Nfd. . .					
Pr. Edwards Island.					
Manitoba					
Nor'-West Territory					
Montreal.....					
Toronto					
Quebec					
Ottawa					

Great Britain and all parts of Europe, 75 cents per word.

In sending cable messages the name of the person to whom sent, every word of his address, and name of the sender are separately counted and have to be paid for! Words over ten letters count double.

N. B.—No change in the British Columbia rates.

POSTAL MATTERS. — APPENDIX NO. XII.

The Republic of Nicaragua has been admitted into the Postal Union. Mails for the West Indies, Brazil, Monte Video and Buenos Ayres, are now forwarded by direct packet, under contract with the Governments of Canada and Brazil, sailing from Halifax on the 20th of each month. Letters, etc., for Australia are no longer transmitted via Southampton, the only route being via San Francisco. Registration Stamps

cannot be accepted in payment of Postage Stamps, and the time has expired when Inland Revenue Stamps can be so used. Important reductions of Commissions on Money Orders for the United Kingdom and Newfoundland took effect on 1st July, 1882, and are now as follows:—

COMMISSIONS PAYABLE FOR MONEY ORDERS.

Orders payable in the Dominion of Canada. Limit \$100.

On Orders up to \$	4.00	2 cents.
Over \$ 4	10.00	5 "
" 10	20.00	10 "
" 20	40.00	20 "
" 40	60.00	30 "
" 60	80.00	40 "
" 80	100.00	50 "

Not more than one Order under \$10 to be issued to the same person in the same day, drawn on the same place in favor of the same payee.

ORDERS PAYABLE IN THE UNITED KINGDOM, UNITED STATES AND NEWFOUNDLAND. LIMIT \$50.

On Orders up to	\$10.00	10 cents.
Over \$10 and up to	20.00	20 "
" 20	30.00	30 "
" 30	40.00	40 "
" 40	50.00	50 "

ORDERS PAYABLE IN BRITISH INDIA. LIMIT \$50.

On Orders up to	\$10.00	30 cents.
Over \$10 and up to	25.00	60 "
" 25	35.00	90 "
" 35	50.00	1 20 "

CUSTOMS TARIFF.—APPENDIX No. XIII.

The following Acts relating to Customs have been amended and consolidated, viz:—42 Vic., Cap. 15, ("An Act to alter the duties of Customs and Excise," in force from 15th March, 1879); 43 Vic., Cap. 18, in force from 10th March, 1880; 44 Vic., Cap. 10, in force from 26th February, 1881; and 45 Vic., Cap. 6, in force from 24th February, 1882.

THE FOLLOWING ARTICLES ARE NOW ENTERED AS FREE GOODS:—

Brass (in sheets).

Britannia metal (in pigs and bars).

Coffee, green, (unless from United States, then 10 per cent. ad valorem).

Quinine (Sulphate of). Quicksilver. Spelter, (in blocks or pigs). Tea, black, green, and Japan, (unless from United States, then 10 per cent. ad valorem). Tin, (in blocks, pigs, bars, plates, and sheets). Zinc, (in pigs, blocks, and sheets). Fowls, (pure bred) for improvement of stock.

DUTIES HAVE BEEN REDUCED ON THE FOLLOWING ARTICLES:—

Bookbinders' tools, implements, etc., from 15 per cent. to 10 per cent.

Iron, old and scrap, from \$2 00 to \$1 00 per ton.

Posters, and advertising on pictorial show cards or bills, formerly 30 per cent. ad valorem, have been reduced to 20 per cent. ad valorem, and a specific duty of 6 cents per pound added.

DUTIES HAVE BEEN INCREASED ON THE FOLLOWING ARTICLES:—

Glass, common and colorless window glass, from 20 per cent. to 30 per cent.

Lead pipe and lead shot, from 25 per cent. to 30 per cent.

Sand paper, glass and emery paper, from 20 per cent. to 25 per cent.

Ships and other vessels, built in any foreign country, whether steam or sailing vessels, on application for Canadian register, on the fair market value of the hull, rigging, machinery, and all appurtenances, formerly 10 per cent., is now as follows:—

On the hull, rigging, and all appurtenances 10 per cent.

On boilers, steam engines and other machinery . . . 25 “

Spirits and strong waters, etc., etc., to be 20 per cent. ad valorem, and \$1 90 per Imperial gallon.

THE FOLLOWING NON-ENUMERATED ARTICLES HAVE BEEN SPECIFIED:—

Bags, containing fine salt from all countries, ad val. . 25 per cent

Clock springs, ad valorem 10 “

Cotton seed, per bushel 10 “

Iron, wrought iron tubing, over $\frac{3}{4}$ in. diameter 20 “

Mustard cake 20 “

Paraffine, wax or stearine, per pound.....	3 per cent.
Rice, unhulled or paddy, imported direct.....	17½ “
Trees, fruit trees, viz:—Apple of all kinds, each... 2½ “	
“ “ Pear “ ... 4 “	
“ “ Plum “ ... 5 “	
“ “ Cherry “ ... 4 “	
“ “ Quince “ ... 2½ “	
Vines—Grape vines of all kinds, each	4 “
Silk plush or netting, for manufacturing gloves... 15 “	

N. B.—Woods, not further manufactured than sawn or split, such as African teak, black heart ebony, lignum vitæ, red cedar, and satin wood; anatomical preparations, and bees have been added to the “free list.” For extended explanations of certain articles, Members are referred to the Customs Tariff Consolidations previously referred to.

NAVIGATION LAWS.—APPENDIX NO. XIV.

The Act 31 Vic., Chap. 58, intituled “An Act respecting the Navigation of Canadian Waters,” passed 22nd May, 1868, was repealed on the 1st September, 1880, by the Act 43 Vic., Chap. 29, intituled, “An Act to make better provision respecting the Navigation of Canadian Waters,” passed 7th May, 1880, in exercise of the power given by the Act of the Parliament of the United Kingdom, and known as “The Merchant Shipping Act Amendment Act, 1862.” The last mentioned Act was passed by the Dominion Parliament on the joint recommendation of the “Admiralty” and the “Board of Trade.” The regulations made under the first named Act having been annulled by an Order-in-Council dated 14th August, 1879. The following countries have agreed that the regulations so made shall apply to their vessels:—

Austria-Hungary.	Netherlands.
Belgium.	Norway.
Chili.	Portugal.
Denmark.	Russia.
France.	Spain.
Germany.	Sweden.
Great Britain.	United States of America.
Greece.	Italy.

In this Act provision is made that steamships when under way shall carry the usual bright white light “on or in front of the foremast at a height, above the hull, of not less

than 20 feet, and if the breadth of the ship exceeds 20 feet, then at a height above the hull of not less than such breadth."

Steamships when towing another ship, raft or rafts, "shall carry two bright white lights in a vertical line, one over the other, not less than three feet apart."

Vessels when employed either in laying or in picking up a telegraph cable, or which from any accident is not under command "shall at night carry, in the same position as the white light which steamships are required to carry, (and if a steamship in place of that light) three red lights in globular lanterns, each not less than ten inches in diameter, in a vertical line, one over the other, not less than three feet apart; and shall by day carry in a vertical line, one over the other, not less than three feet apart, in front of, but not lower than her fore-masthead, three black balls or shapes, each two feet in diameter; these shapes and lights are to be taken by approaching ships as signals that the ship using them is not under command, and cannot, therefore, get out of the way; vessels employed or situated as above, when not making any way through the water, shall not carry the side lights, but when making way shall carry them."

A pilot vessel, when engaged on her station on pilotage duty, shall not carry the lights required for other vessels "but shall carry a white light at the masthead, visible all round the horizon, and shall also exhibit a flare-up light or flare-up lights at short intervals; which shall never exceed fifteen minutes.

A pilot vessel when not engaged on her station or on pilotage duty, shall carry lights similar to those of other ships." Fishing vessels and open boats may also use the flare-up, in addition to other requirements, if they desire to do so.

Vessels when at anchor, shall carry, where it can best be seen, at a height not exceeding 20 feet above the hull, a white light in globular lantern, visible at a distance of at least one mile. Fishing vessels, when employed in drift net fishing, shall carry, on one of their masts, two red lights in a vertical line, one over the other, not less than three feet apart,

A trawler, at work, shall carry on one of her masts two lights in a vertical line, one over the other, not less than three feet apart, the upper light red and the lower green, and shall also either carry the side lights required for other vessels, or use the portable lights described in Article 7 of the Act.

Fishing vessels and open boats when at anchor shall exhibit a bright white light.

A ship which is being overtaken by another shall show from the stern, to such last mentioned ship, a white light or flare-up light.

For detailed information regarding sound signals for fog, etc., steering and sailing rules, steam whistle signals (which are optional) duties of Masters, and liabilities of owners, read the various clauses of the last quoted Act.

CENSUS, ETC., BRITISH COLUMBIA.—APPENDIX No. XIV.

	Population.	Sq. Miles.	Acres.
Victoria	7,301)	16,000	10,240,000
Vancouver	9,991)		
New Westminster....	15,417	178,910	114,502,400
Yale	9,200	47,985	30,710,400
Cariboo.....	7,550	98,410	62,900,400
Total population of British Columbia.....			49,459
Total No. Square Miles			341,305
Total No. of Acres			218,435,200

(From J. W. McKay's Statistics, 1881.)

ADDRESS TO HON. SIR CHARLES TUPPER. — APPENDIX No. XVI.

TO THE HON. SIR CHARLES TUPPER, C. B. K. C. M. G., MINISTER
OF RAILWAYS AND CANALS FOR THE DOMINION OF CANADA:
SIR,—

1. The British Columbia Board of Trade beg to express to yourself and Lady Tupper the gratification they feel at your presence in this Province, and trust that your tour through the Interior has been a pleasant one, and that the knowledge gained may be of value to you, and the Government you so ably represent, in arriving at a proper understanding of any and all questions which may arise in future affecting the material welfare and progress of this section of the Dominion.

2. As the only Board of Trade at present constituted in this Province, we have the honor to lay before you the following matters relative to the interests of the Trade and Commerce of British Columbia coming within the control of the Federal Departments of the Dominion.

3. The first matter of importance, in which the whole of the Province is deeply interested, is the subject of the Island Railway — a subject which has been pressed upon the Dominion Government since 1873. Not only has the non-commencement of this portion of the Canadian Pacific Railway been a great detriment to Vancouver Island owing to the uncertainty which it has imported into all mercantile arrangements, but it has also driven from our shores a large number of intending settlers consequent upon the "locking up" of the lands of this Island. Our persistency on this subject can hardly be wondered at in view of the Carnarvon Settlement and the relaxation of the other Terms of Union which was admitted by that settlement. We feel assured, however, that the present Government will do all that they can to remove the disadvantages under which we labor in this respect.

4. As regards the Graving Dock we are glad to see that this important work is now proceeding, although slowly; and we hope you may be able to urge a more active prosecution of this essential to our Province.

5. We regret that the Government saw fit to remove the Dredger from Victoria Harbor, where it was doing valuable work, as the Harbor is gradually "silting up," and which a very small amount of steady dredging would entirely prevent. This, at the present time, is a subject of much importance on account of the increasing "shipping interests" of the Port of Victoria, and we hope some provision will be made to prosecute this work at an early period. Appreciating, as we do, the improvement to the harbor by the removal of Beaver Rock, just completed, we trust that the remaining impediments to navigation may shortly be removed, chief among which we may mention Tuzo and Dredger Rocks.

6. The present system of Pilotage Districts leads to a great deal of dissatisfaction on the part of Masters of vessels, owing to the conflict of authorities which at present exist in having special pilots for each District. Vessels, as a rule, call at this Port on their way to Burrard Inlet and Nanaimo, and the pilots of these ports are put to much unnecessary expense in consequence of their having to maintain an additional number of pilot vessels. We recommend that some arrangement be made by which pilot licenses shall extend over the three Districts, reserving to the different Boards their local authority. We have already endeavoured to arrange such a scheme but without success.

7. During the visit of Mr. Gisborne, General Supt. of Telegraph and Signal Service, we urged upon him the advisability of laying a second telegraph cable from some point on Vancouver Island to some opposite point in Washington Territory, which met with his approbation, but we are sorry to find that no steps, up to the present, have been taken in this direction, and as the winter season is approaching, during which interruptions most frequently occur, we are extremely anxious to see the matter taken in hand without delay. This is especially desirable, as it is the intention of the Puget Sound Telegraph Company to extend their telegraph system to Cape Flattery with which the proposed cable would connect.

8. Whilst appreciating the "the rebate of Customs Duties" now allowed on tin plates used in the Canning business, and exported foreign, we strongly urge that the rebate be increased to an amount equal to the actual duties paid on all raw materials used, in order that the important industry of canned fish and fish oils may be fostered to the utmost.

9. With reference to the Washington Treaty which makes provision for the admission of "fish and fish oils" into the United States free of duty, we would mention that this Province is debarred from the benefits of said Treaty, and beg to press upon the Dominion Government the necessity of providing for the extension of these privileges to the products of the Province.

10. Under the Terms of Union the Government of Canada undertook the management and maintenance of Quarantine matters but beyond the appointment of a Quarantine Officer no provision has been made in regard to them. We recommend that, in view of the large immigration induced by railway construction, it is of great importance that a Quarantine Station should be established here without delay.

11. We also take the liberty of referring you to the Petition from this Board praying for more frequent and regular mail communication between Puget Sound and this Province. We then stated that the additional service asked for (viz: a daily mail,) could be secured for a slight increase in the present subsidy, and we have now no reason to change the views then expressed. We, therefore, solicit your hearty support in this matter.

12. We would further point out the necessity of some general provision being made in relation to Bankruptcy. This subject has been frequently urged, and is a matter of vital importance to the mercantile interests of this Province.

13. We have alluded to a great number of subjects of more or less importance in this Address, and feel assured that they will be referred to the proper quarter and will receive every consideration, and we trust that we may look forward in future to the annual presence of some Member of the Dominion Cabinet in this Province, as the more its vast resources are examined and its advantages noted, the more chance there will be of an influx of population to develop the hidden wealth of our seas, lands, and rivers. We regret that your stay has been so brief, but look forward to a time when you can make a more lengthened sojourn among us, and, in conclusion, we trust that both you and Lady Tupper will look back to this visit as one of the pleasant memories of your lives.

For the B. C. Board of Trade,

R. P. RITHET.

[L. S.]

Attest:

President.

EDGAR CROW BAKER,

Secretary.

Victoria, B. C., 7th Sept., 1881.

Sir Charles Tupper's reply to the above, (taken from the DAILY COLONIST of 10th September, 1881,) being as nearly as possible as follows --

Sir Charles was loudly cheered on rising to reply. He said it would be difficult to find words to express adequately his appreciation of the kind manner in which he and his wife had been received by everybody in British Columbia. He was not quite sure that he had done a wise thing in bringing Lady Tupper with him. For 35 years he had been accustomed to consult his wife upon all important subjects and had learned to place a very large amount of reliance on her judgment, because it was always unbiased. But he found that she was so delighted by all that she had heard and experienced here that he felt that in future, in anything relating to this part of the country, he should not be able to get an unbiased opinion from her. (Great laughter.) In all seriousness he might say he should never forget the pleasure he had experienced in visiting British Columbia, and he regretted that his stay could

not be longer. He hoped, as the address just read asked, that Members of the Dominion Government would more frequently visit British Columbia. When he returned and made his report the only question that would disturb the harmony of the Council Board would be, who shall visit British Columbia? All would be anxious to come (laughter). No Government could discharge its duty to this most interesting Province without knowing more about it than they now do. He had sat down to festive boards in Canada, England, and the United States, but never had he been so unequal to resist the temptation set before him to-night. Such delicious food as he had just partaken of was not equalled in any other part of Canada. The fame of the Briard House had reached him before he reached British Columbia, and nature had furnished the cook of that establishment with numerous articles on which to exercise his art. There was no section of the country where people enjoyed life more than in this, where people seemed so able to live in such comfort and luxury, and where the laboring man was able to sustain his family in comfort. He was entirely unprepared to meet such a body of gentlemen as he saw about the board to-night, and he should carry about him the deep-seated conviction that in doing their duty by British Columbia the Government would be doing its duty to the rest of Canada. (Cheers.) He was delighted to know through the means of the address the views of the members on the various subjects touched upon. He would lay those views before his colleagues, and discuss them at length, and all that they could do in the interest of the whole country to advance the interests of the Province would be done, willingly and satisfactorily. (Cheers.) The absence of one subject in the address touched him more deeply than anything that it contained. That was the absence of complaint of the fiscal policy of the Dominion. The generous sentiment that prompted them to refrain from complaint was all the more appreciated because that policy pressed more heavily on British Columbia than upon any other Province. (Hear, hear.) He believed that in that policy lay the germ of future prosperity for British Columbia. In arranging their fiscal policy the Government had had no choice. Under the former policy Canada sank day by day and without a change it would have been impossible for the Government to even consider the question of a transcontinental railway. The country had either to retrograde or progress. The opposition had prophesied the failure of the fiscal policy,

but every industry had been stimulated by it, and on the first of July last in place of a deficit the Government had the pleasure to announce a surplus of from \$2,000,000 to \$3,000,000. (Cheers.) One of the first duties of the Government would be to give back to the people that surplus in the remission of taxes. (Cheers.) The Government were told that if they carried this fiscal policy they would be unable to raise money in England; but Sir Charles showed that they had raised the credit of Canada and that to-day bonds that Sir Richard Cartwright had sold at 90 were held at 105 in the London market. (Cheers.) They were told that they would exasperate the United States by the imposition of a high tariff and that some fine morning the Americans would cross the line and gobble up Canada. (Laughter.) By adopting the protective policy of the United States, Canada had paid that nation the highest compliment—because the highest possible compliment that can be paid is imitation. (Laughter.) He eulogized the United States for their national policy and for paying off their great debt by the adoption of that policy. The future of the two countries would be one of friendly commercial rivalry. The day would never come when an unfriendly shot would be fired between the United States and Canada. (Cheers.) There was not a Briton who was not horrified at the dastardly attack on President Garfield. (Hear, hear.) He did not wish to see Canadians become hewers of wood and drawers of water for Americans and the protective tariff had preserved them from that. The protective tariff was the only means through which a reciprocity treaty could be secured with the United States. In the most influential circles in the States an effort was being made to get a reciprocity treaty, and Sir Charles predicted that before three years there would be reciprocity in coal between the United States and Canada. He need not tell them what that would do for British Columbia. (Cheers.) The people of the United States had a great appreciation for No. 1, and it was hard to make a bargain with an American unless he was to get something in return. (Laughter.) After the look he had had of British Columbia Sir Charles said he would not rest satisfied until he returned again to make himself better acquainted with the country and the thrift and enterprise of its people.

After the cheering which followed this eloquent speech had subsided, Sir Charles rose and proposed the healths of the President, the Vice-President, the Secretary, and the Board of

Trade. He said he admired the President as the architect of his own fortune. He did not know whether he was born with a silver spoon in his mouth, but if he was he had swallowed it. (Great laughter.) He had begun at the lowest rung of the ladder and by enterprise, energy, and intelligence had reached his present leading and commanding position. (Cheers.) The Government would regard recommendations coming from the Board with every consideration and as far as possible would carry them out.

Mr. Rithet returned thanks for Sir Charles' remarks concerning himself personally and the Board collectively. He felt confident that every recommendation of that body would meet with careful consideration and proceeded to show that every recommendation the Board had yet made had been carried out. (Cheers.)

ADDRESS TO THE GOVERNOR-GENERAL. — APPENDIX No. XVII.

"To His Excellency the Right Honorable Sir John Douglas Sutherland Campbell, Knight of the Most Ancient and Most Noble Order of the Thistle, Knight Grand Cross of the most distinguished Order of Saint Michael and Saint George, a member of Her Majesty's Most Honorable Privy Council in Great Britain, commonly called the Marquis of Lorne, Governor-General of Canada and Vice-Admiral of the same, etc."

MAY IT PLEASE YOUR EXCELLENCY:—

We, the members of the "British Columbia Board of Trade," (registered under the "Dominion Incorporations Act, 1874,") being the only Institution in the Province representing the commercial interests of this Western Section of the Dominion, desire to offer to Your Excellency and Her Royal Highness, the Princess Louise, our hearty congratulations upon your safe arrival amongst us, and to give utterance to the unfeigned pleasure which we experience in being thus afforded an opportunity of expressing to Your Excellency, not only our appreciation of the much needed wants recently supplied by the Government over which you preside, but also of respectfully submitting, for your consideration, several matters of vital importance which, in our opinion, very materially affect our Trade and Commerce, in the hope that you will be pleased to move your constitutional advisers to still more tangible results.

1. We view with satisfaction the appropriation which has been made for the removal of obstructions in the Fraser River, and trust that the Dominion Government will complete the work thus begun, as its importance can hardly be estimated except by those who are thoroughly acquainted with the resources of that river.

2. It is with equal gratification that we note the fact of an appropriation for the establishment of a Salmon Hatchery on the same river, and doubt not but that if proper care is shewn in the selection of site, and the erection of a hatchery, the important industry of canning and preserving salmon will be greatly promoted thereby.

3. The sum voted, as a preliminary step towards the establishment of a Quarantine Station and Hospital in this Province is also a step in the right direction, and when carried to completion will supply a want long felt, owing to the increased number of vessels arriving in our port from China, Japan, and elsewhere.

4. Since Confederation the mail service has been greatly improved, but the necessities of commerce and civilization render it desirable, if not imperative, that we should be placed in daily communication with the rest of the world via Puget Sound, and we trust that this will shortly be accomplished. And whilst speaking for a daily mail service between Victoria and Puget Sound we would respectfully urge that increased Postal facilities be extended to the Mainland and the East Coast of Vancouver Island.

5. Another subject of great importance is the establishment of some concerted system for the introduction of White Immigrants to our shores. This vast territory only requires inhabitants to equal, if not surpass, in its productions the older and better known Provinces of the Dominion. The establishment of manufactories and the advantages to be derived from the present National policy can only be fully realized by a large increase of white population, and the rapid completion of the Canadian Pacific Railway, and would doubtless tend in a great measure to lessen the outcry against the influx of Chinese. In furtherance of this object it is most important that the Railway Belt on the Mainland should be thrown open to settlement at the earliest possible moment.

6. The total absence of any law to render the property of an Insolvent divisible rateably, amongst his Creditors is, in a

commercial community, a subject of the greatest interest, and any well considered enactment to this end will be hailed with much gratification.

7. Our peculiar geographical position, which your visit here will render you familiar with, makes any advance towards reciprocity with our neighbors a matter of considerable moment to our trade, as opening up a market for our coal, lumber, fish, fish oils, and other articles of export, and we hope the Dominion Government will be able to arrange with the United States a Treaty of Commerce embracing these advantages.

7A. The question also of being debarred from a participation in the benefits of the existing Reciprocity Treaty with the United States has been already very fully placed before the Government at Ottawa, yet we cannot allow this opportunity to pass without calling Your Excellency's attention to it, and venture to express the hope that the Government will compensate the Province for this loss by liberal expenditures for the improvement of our harbors and navigable rivers from which the industries referred to would derive, though indirectly, great encouragement.

8. The subject of Pilots and Pilotage is another matter which urgently requires re-organization, from the fact that vessels as a rule call at Royal Roads (i. e. Port of Victoria) on their way to Nanaimo, Burrard Inlet and New Westminster, and naturally expect to find Pilots at or below Race Rocks, ready and competent to take them to any port in the Province, instead of being met with a conflict of authorities and rates for three separate and distinct districts, the same as though they represented an equal number of foreign ports. This existing system of Electoral Pilotage Districts is at variance with the requirements of trade and commerce, is unnecessarily expensive to a small number of pilots, enhances very materially the port charges of Merchant vessels and has a tendency to influence them to prefer Puget Sound to British Columbia. We would respectfully submit, therefore, that some steps should be taken not only to amalgamate the three B. C. Districts but also to make the licenses held by all Pilots effective for the whole of the navigable waters of British Columbia, and a maximum rate established that may be fairly chargeable to vessels loading at the several ports, irrespective of the number they may happen to call at during their stay in British Columbia waters.

9. The telegraph system is still defective and unsuited to the wants of the Province, as there is always some conflict between the American and Canadian connections which could be considerably lessened and the system very much improved by the laying of a second cable from Vancouver Island to Washington Territory, more especially as the Puget Sound Company are now extending their land lines to Cape Flattery (with which the same would connect) and supply us with much useful information regarding shipping, and ensure a second means of communication during the winter months more particularly, which would prove of incalculable benefit to our merchants in the event of anything happening to the other cable. An extension of the office hours so as to correspond with those of the connecting American lines would also appear to be highly desirable.

10. We would also respectfully call Your Excellency's attention to Clause 9 in the Terms of Union with British Columbia, in which the influence of your Government is to be used "to secure the continued maintenance of the Naval Station at Esquimalt." The maintenance of a war vessel on this station has hitherto been attended with very desirable advantages, not the least among them being the preservation of order among the numerous tribes of Indians on our coast, and it is to be sincerely hoped that your Government will make such representations in the proper quarter as will ensure the permanent station of at least one of Her Majesty's vessels in these waters.

11. The announcement made by Your Excellency, on opening the Agricultural Exhibition, that the Canada Pacific Railway will probably be completed by 1887, is highly gratifying, as it indicates that construction will soon be as vigorously prosecuted Eastward from Kamloops Lake as Westward from Manitoba. The proposed change of route through the Rocky Mountains, from Yellow Head Pass to Kicking Horse Pass considerably shortens the Railway in the interests of the Railway Company, and reduces the length of line to be constructed in this Province by some 75 miles, thus affording your Government a favorable opportunity of stipulating for the construction of the Esquimalt-Nanaimo portion of the trans-continental railway, the omission of which, in the original contract with the Syndicate has always been regarded by us as unfortunate. We need hardly, at this period, refer to the loss which the Province has sus-

tained by having the lands on Vancouver Island locked up for so many years by your Government, and by which the settlement and progress of the whole of Vancouver Island, and the development of its great resources of coal and iron have been most disastrously affected; this subject must have been fully impressed upon Your Excellency by the remonstrances addressed to your Government from time to time; further reference, therefore, on our part would be obtrusive.

In concluding this Address we beg to assure Your Excellency and Her Royal Highness, the Princess Louise, that your visit to this Province is universally appreciated, and trust that the report which Your Excellency will be able to give of our resources and climate will be conducive to a large and rapid increase of settlers, and that your visit has been a pleasure to yourself and Her Royal Highness.

Signed on behalf of the B. C. Board of Trade at the City of Victoria, 16th of October, 1882.

[L. S.]	R. P. RITHET,	
E. CROW BAKER,		President.
	Secretary.	

The following was received in reply:—

GOVERNMENT HOUSE,
VICTORIA, 23rd Oct., 1882.

SIR:—With reference to your letter of the 16th inst., transmitting copy of an Address which the Members of the British Columbia Board of Trade are desirous of presenting to the Governor-General, I am to say that His Excellency will be glad to transmit the Address to the proper authorities, as all public communications have to be referred to the Privy Council.

I am further to add that the Governor-General's expressed desire on the day of his arrival to become acquainted with the wants and wishes of the people, had reference to personal interviews with any gentlemen who might wish to see him on matters connected with the Province.

I am Sir,
Your obedient servant,
F. DEWINTON,
Lt.-Col. R. A.,
Governor-General's Secretary.

E. C. Baker, Esq., M. P.,

N. B.—Said Address has since been transmitted to the Privy Council of Canada, and a deputation consisting of Hon. Robert Beaven, M. P. P., (Premier of the Province), Edgar Crow Baker, Esq., M. P., (Senior Member Victoria District), and Noah Shakespeare, M. P., (Mayor of Victoria), waited upon His Excellency and personally discussed the principal subjects therein referred to, as also the important matter of restricting Chinese Immigration.

EDGAR CROW BAKER.

Secretary.